the Bay of Fundy to the Gulf we will set, within the next few years a policy set on foot similar to that so fortunately carried out in the high Sierras of the West by the national government. All the higher Appalachi states or by the nation. I much pre-fer that they should be put under national control, but it is a mere tru-lem to say that they will not be re-served either by the states or by the nation unless you people of the south nation unless you people of the south show a strong interest therein. Reserves a Paying Investment.

Such reserves would be a paying in street, not only in protection many interests, but in dollars at ance to the southern people of prois obvious. These forests are the best defense against the floods which, in the recent past, have, during a single twelve month, destroyed property officially valued at nearly twice what it would cost to buy the southern Appalachian reserve. The maintenance of your southern water powers is not less important than the prevention of floods because if they are injured your manufacturing interests will suffer with them. The perpetuation of your forests, which have done so much for the south, should be one of the first objects of your public men. The two satisfies from North Carolina have taken an honorable part in this movement. But I do not think that the people of North Carolina, or of any other carbon carbo other southern state have quite grasped the importance of this movement to the commercial development and prosperity of the south.

The Boys in Gray. The position of honor in your par-ade today is held by the Confederate volerans. They by their deeds reflected upon their descendants and up on all Americans, both betom if the did their duty in peace. Now if the young men, their sons, will not only that they nossess the same powall Americans, both because they prove that they possess the same powshow the efficiency in the ranks of in-Confederate veterans, showed that they possessed in the ranks of war, the industrial future of this great and typically American commonwealth i

The extraordinary development o industrialism during the last half cen-tury has been due to several causes but above all to the revolution in the methods of transportation and communication; that is, to steam and to electricity, to the railroad and the

When this government was founded merce was carried on by essentithe same instruments that had in use not only among civilized among barbarian, nations, eve since history dawned; that is, by wheeled vehicles drawn by animals, by pack trains, and by sailing ships and rowbeats. On land this mean that commerce went in slow, cumber ous and expensive fashion over high ways open to all. Normally these highways could not compete with wa-ter transportation, if such was feasible

Effect of Railroads. All this has been changed by the development of the railroads. Save or the ocean or on lakes so large as to be practically inland seas, transport b rater has wholly lost its old position of superiority over transport by land while instead of the old highway open to everyone on the same terms ut of a very limited usefulness, we have new highways-railroads-which are owned by private corporations, and which are practically o unlimited, instead of limited, useful ness. The old laws and customs which were adequate and proper to meet the old conditions need radical read

justment in order to meet these ne conditions. The cardinal features in these changed conditions are, first the fact that the new highway, th railway, is, from the commercia standpoint, of infinitely greater in portance in our industrial life tha was the old highway, the wagon road and, second, that this new highway the railway, is in the hands of privat owners, where as the old highway, th wagon road, was in the hands of the state. The management of the new highway, the railroad or rather of the intricate web of railroad lines which cover the country, is a task infinitely more difficult, more delicate and more important than the primitively eas task of acquiring or keeping in orde the old highway; so that there i properly no analogy whatever be tween the two cases. I do not believe in government ownership of anything which can with propriety be left in private hands, and in particular should most strenuously object to government ownership of railroads.

Government Must Supervise. But I believe with equal firmnes that it is out of the question for the government not to exercise a super visory and regulatory right over the being of the public that they should be managed in a spirit of fairness and fustice toward all the public. Actual experience has shown that it is not possible to leave the railroads un-controlled. Such a system, or rathsuch a lack of system is fertile i abuses of every kind, and puts a premium upon unscrupulous and ruthles cunning in railroad management; for here are some big shippers and some railroad managers who are always willing to take unfair advantage of their weaker competitors, and the big railroad men who would like to do decently into similar acts of wrong and injustice, under penalty of being left behind in the race for success vernment supervision is needed ite as much in the interest of the shipper and of the railroad man want to do right as in the inter of the small shipper and the con-

Present Laws Defective. Experience has shown that the beent laws are defective and need dendment. The effort to prohibit all straint of competition, whether reshable or unreasonable, is unwise, ministrative body with ample power to forbid combination that is hurtful to the public, and to prevent favoritism to one individual at the expense of another. In other words, we want an administrative body with the power to secure fair and sust treatment as among all shippers who use the rail-roads—and all shippers have a right o use them. We must not leave the the department of such a law merely to the department of justice; it is out of the question for the law department of the government to do what should be purely administrative work. The separtment of justice is to stand be-nired and co-operate with the adminis-trative body, but the atministrative to the work and then held to a trici accountability for the exercise of that power. The delays of the law re proverbial, and what we need in his matter is reasonable quickness of

Abuses Are Varied. right to complain take many pes. Repairs are not now often openly. But they can be given effectively in covert form; and cars, terminal tracks and the ist be brought under the con-

or if we do wait, the vested interesis | trol of the commission or administra-f private parties in them may be-live body which is to exercise supervi-ting so strongly intrenched that it | ton by the government. But in my tay be a most serious as well as a judgment the most important thing to pensive task to oust them. If do is to give to this administrative body power to make its findings effective, and this can be done only by give ng it power, when complaint is made of a given rate as being unjust or uneasonable, if it finds the complaint roper then liself to fix a maximum the which it regards as just and rea-conable, this rate to go into effect practically at once, that is within a casonable time, and to stay in effect, nless reversed by the courts. I earn-stly hope that we shall see a law giving this power passed by congress Moreover, I hope that by law power will be conferred upon representatives of the government capable of performing the duty of public accountooks of railroads, when so ordered the inter-state commerce commis ion, which should liself have power o prescribe what books, and what books only, should be kept by rail-oads. If there is in the minds of the on any susplcion that a cerin railroad is in any shape or way ing rebates or behaving improper I wish the commission to have pow er of favor, to make a full and ex-austive investigation of the receipts nd expenditures of the railroad, se but any violation or evasion of the w may be detected.

Not a Revolutionary Scheme. This is not a revolutionary proposal my part, for I only wish the same ower given in reference to railroad hat is now exercised as a matter of ourse by the national bank examin-rs as regards national banks. My obect in giving these additional power o the administrative body represent ng the government, or whatever may be-is primarily to secure a rea and not a sham control to the government representatives. The American people abhor a sham, and with this obhorrence I cordially sympathize Nothing is more injurious from every dandpoint than a law which is mere y sound and fury, merely pretense the first process of the first process eally granted, than see a pretense of granting all, in some shape that really amounts to nothing.

Need of Caution.

It must be understood, as a matter of course, that if this power is grant it is to be exercised with wisdom nd caution and self-restraint. The iter-state commerce commissio ther government official who failed to protect a railroad that was in the eight against any clamor, no matter how violent, on the part of the public. ould be guilty of as gross a wrong as f he corruptly rendered an imprope service to the railroad at the expens of the public. When I say a square leal I mean a square deal; exactly a nuch a square deal for the rich man is for the poor man; but no more et each stand on his merits, receive what is due him and be judged ac-ording to his deserts. To more be a not entitled, and less he shall not

Cholera in Philippines,

Washington, Oct. 19.—Aslatic chol-ra has been epidemic in the Philip times for the last seven weeks, and here have been 553 deaths and 71 ases of the disease. It has now dis ppeared, according to official advices eccived at the war department. The news of conditions in the Philippine has been suppressed by the war department, and it was not until Saturday that the secretary of war decid that some information conepidemic be made public. leaths chiefly occurred among the natives, but there were some case mong the soldiers at Fort McKinley, just outside Manila.

the insular division contains no de Governor Wright, in response o a cablegram from Secretary Taft epiled that the cholera had practially disappeared.

If you need a carpenter telephone

Prince and Princess Depart. London, Oct. 19.—The Prince an Princess of Wales started their si nonths' tour of India today, King Edward, Queen Alexandria and mempers of the royal family and cabine ministers, bid them farewell at the



Lydia E. Pinkham's

Vegetable Compound s a positive cure for all those painful silments of women. It will entirely cure the worst forms of Female Complaints, all Ovarian troubles, Inflammation and Ulceration. Falling and Displacements of the Womb and consequent Spinal Weakness, and is pecu iarly adapted to the Change of Life. Every time it will cure

Backache.

It has cured more cases of Leucorches than any other remedy the world has ever known. It is almost infallible in such cases. It dissolves and expels Tumors from the Uterus in an early stage of development. That

Bearing-down Feeling, causing pain, weight and headache, is instantly relieved and permanently cured by its use. Under all circumstances it acts in harmony with the

female system. It corrects trregularity,

Suppressed or Painful Menstruation. Weakness of the Stomach, Indigestion, recent visit to Pittsburg with the fail Bloating, Flooding, Nervous Prostra-

Dizziness, Faintness, Extreme Lassitude, "don't-care" and Mr. Ridgeley stated that the occasion "want-to-be-left-alone" feeling, excitability, irritability, nervousness, aleeplessness, flatulency, melancholy or the "blues," and backache. These are sure indications of Female Weakness,

some derangement of the Uterus. For Kidney Complaints and Backache of either sex the Vegetable Compound is unequaled, yourself in strictest confidence.

OASIS MAN ANXIOUS FEWER NEW MEXICO TO DEBATE WITH DELEGATE WILSON

On the Joint Statehood Feeders Will Fatten More Proposition.

WILL LOCK HORNS AT ANY TIME OR PLACE

In the Negales Oas's of September 30th the editor expressed a willingness to meet in joint decate Hon. J. F. Wilson, one of the foreignst opponnentioned, the arguments that may be dvanced upon both sides of the issue. accordance with willingness herein expressed the ednor, two days ater, addressed Colonel Wilson a let ter, of which the following is a copy

and is now respectfully awaiting a

Nogales, Ariz., Oct. 2, 1965. Ion. J. Frank Wilson, Prescott, Aric. My Dear Sir—I have taken the lib erty of sending you copies of The Dasis, containing editorial commen ipon a recent article upon the ques on of statehood for Arizona recently appearing over your own signature in the Douglas and Bisbee newspapers and a communication from one of the nost prominent citizens of Santa Cruz county, both of which take ground contrary to your own. The Oasis has also published a strong article upon the same subject from the pen of the Hon, D. G. Chalmers, who was speak or of the house in the nlay seath legslative assembly of Arizona, and whose democracy is unquestioned, it which the gentleman pronounces boldy for jointure with New Mexico. M3 own private correspondence with such sterling democrats as Doctor Mari Rodgers, of Tucson, Hon. A. C. Baker Phoenix, who was chief justice of Arizona under the second Cleveland idministration, demonstrates that the entiment against jointure is not s unanimous in Arizona as has been epresented. Judge Baker has writ en me a letter in which he says he has recently visited a number of coun es and he finds everywhere a strong and growing centiment for the propos ed jointure; and I have letters to the ame effect from many counties in Arizona

In studying this question of state ood for Arizona, including the counes of New Mexico, I find there is reat deal to be said in favor of a eptance of the proposition. What the eople of Arizona most need is self-covernment, and I am prepared to lemonstrate at any time or in any dace that they will have in the pro-posed union with New Mexico in statenood the full measure of self-government, which they do not at all possess inder a territorial form of govern ment. And I am further prepared to lemonstrate that it would be for the est interests of Arizona to accept the familton bill, frame a state constituunder its provisions, and become soverign state in the Union.

Now I would like to discuss these ropositions with you before the peoof Arizona, and I would suggest hat we might arrange for a series of joint discussions, at some half dozen of the principal places, say Prescott Phoenix, Tucson, Bouglas, Bisbee and Nogales, including also such other laces as you may suggest. Trusting I may receive a favorable

reply, I am, Respectfully, ALLEN T. BIRD. P. S .- I would like to suggest tha f acceptable to you the proposed so the latter part of November or - urly

Continued From Page 1. Column 2.) arge loans in the Enterprise bank up on collateral which has no known value. Tomorrow night I speak at Milton, Pa., and at that time I shall take occasion to make public some nformation which has come to m

The commonwealth of Pennsylvanis n behalf of the state treasury depart-nent has entered judgment in the common pleas court No. 2 for \$2,500,amount against the Enterprise National bank, and securities on bonds, who are follows: Frederick Gwinner, Jas. P. McKinney, C. F. Stifel, Henry Lang-druff, William T. Bradbury, John Steling, Frank B. Smith, David Morrison. Albert F. Schwerd and James T. Ar

Will Give Out No Report. National Bank Examiner John B. unningham did not leave the bank until late this evening. As he was about to take his departure he said: "I want to correct an erroneo mpression that has gone abroad. as been stated and published that would soon be able to and would make public a statement of the condition of the Enterprise bank. All my eports and statements go to the mptroller of the currency, and a public reports must come through the condition of the bank.

WILL EXAMINE BANK WITHOUT ANY POLITICS Washington, Oct. 19.—William B. Ridgeley, comptroller of the currency was shown a statement connecting hi Bloating, Flooding, Nervous Prostra-tion, Headache, General Debility. Also of Alleghany, in which it is stated that he at that time had held a conference

While he was there, however, he ingham and discussed the affairs of the Enterprise National bank, but he spoke to no one but Mr. Cunning-ham on the subject. His instructions o the bank examiner were to make an examination of the Enterprise bank and report on its exact condi-You can write Mrs. Pinkham about tion without any reference to the elec-LEDIA E. PIRERAN MED. CO., Lyon, Mass. | The examination thus orders |

SHEEP IN THE FEED LOTS OF COLORADO

Than a Million Head.

HARD TO TELL HOW MANY ARE GOING TO MIDDLE STATES

The movement of sheep and lambs from the western ranges to Colorado feed lots is now in full blast, and be-tween 750,000 and 800,000 head will be fed in the northern part on alfalfa, corn and sugar beers, while arour 300,000 will be handled on the reate the state of Arizona, and to fields in the southern part this coming present to the people at reveral points season," said H. W. Prickett, the popular general traveling freight agent of the St. Jospen & Grand Island, with headquarters at St. Joseph, Mo., wh.

was at the yards.

"Fewer New Mexico and more northern lambs will be put in the feed lots of Colorado," continued Mr. Prickett. "Though the prices paid for shee; and lambs are considerably than last season, and alfalfa is dearer in value. Colorado feeders figure that the lower price of corn and high value of wool will offset the above adverse onditions. They are also confidently coking forward to good strong price for their offerings this coming seaso cause of the unprecedented demand

or mutton It is difficult to make an estimate of the number of sheep and lambs which will be placed in the feed lots of Nebraska, Kansas and Missouri for the reason that so much stock is being contracted on, the ranges by parties from those states. In fact, more con-tracting is being done than in the his-tory of the western ranges. While some of the big operators will not handle their usual quota, and many would be feeders were shut out of the game because they were unable to get the stock at the prices they wanted them, yet a large number of sheep and lamewill be fed in the corn belt states west of the Mississippi river, with the mair increase among small operators, many of whom fed cattle until this year. "There will be no more big runs

rom the western ranges this seas though fair supplies will come, with marked increase of thin offerings the receipts. Western ranchmen much encouraged with the shee tion. They expect as high, if not be er, wool prices next year as prevai his year, and besides the winte ranges are in generally good shape while financially ranchmen are in quite strong shape."

Kentucky Negro Hanged. Winchester, Ky., Oct. 19.—Sam Hisle, a negro, was hanged here te-

Launtle Still at Large.

John Bracken, the old patient who escaped from the insane oxylum at Phoenix, is still at large. He is perfectly harmless, but lound and vociferous in his talk frequently threatening destruction to either real or imaginary persons. When excited he walks with a half run, and stamps with his right foot. When he left he had on a pair of blue overalls, an institution thirt and white hat. His peculiar actions will instantly attract athim will confer a great favor by not

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INTEREST ALLOWED ON SAVINGS DEPOSITS

REPORT OF THE CONDITION

First National Bank

Albuquerque, New Mexico

AT THE CLOSE OF BUSINESS, AUGUST 25, 1905

RESOURCES

Loans and Discounts\$1,191,220.39 Bonds, Stocks, Real Estate 63,222.60 Banking House and Furniture 38,500.00 United States Bonds. . \$ 323,000 00 Cash and Exchange. . . 1,340,015 50 1,563,015 50

TOTAL\$2,955,958.49

LIABILITIES

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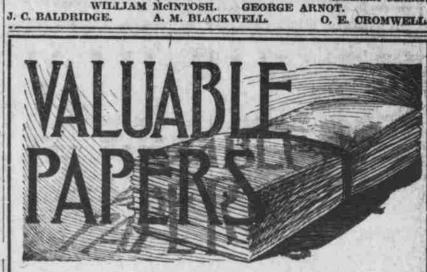
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